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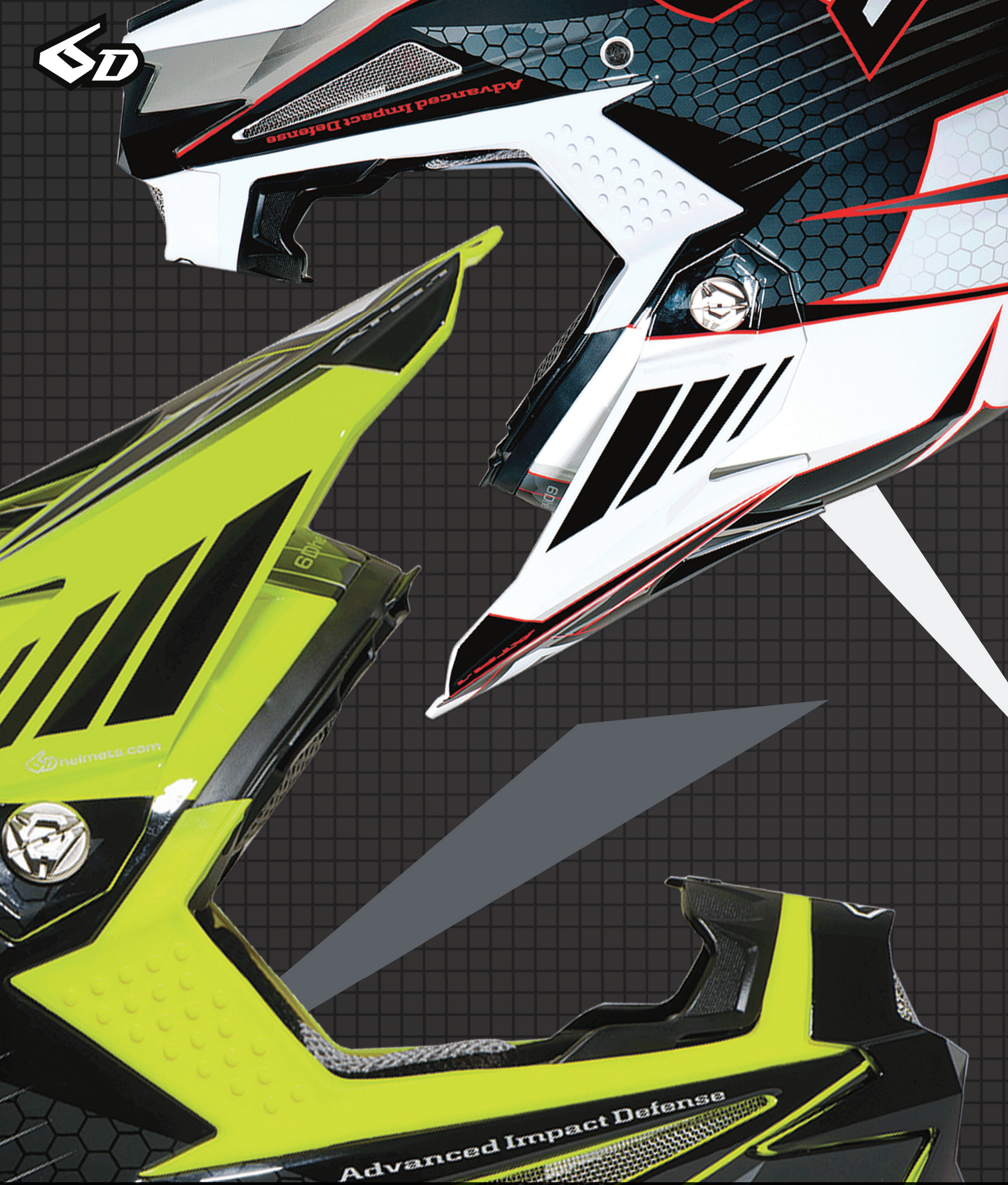
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Images HRC Story Geoff Meyer

There is no doubt, Tim Gajser is moving close to taking over the mantle of being the most popular rider in the MXGP paddock. While Antonio Cairoli continues to have massive numbers in support, the young Slovenian is just taking it to another level. His countrymen came in numbers to the Grand Prix of Trentino two weeks ago, and now as he carries the red plate interest in the youngster has reached fever pitch.

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When our website www.mxlarge.com runs a story on Gajser it has double the amount of hits as any other story, and when news broke about a possible GP in Slovenia, that article received around 12,000 clicks, close to being a record for an article on www.mxlargecom, in the last couple of years.

We go through the eight rounds so far and get the opinion from Gajser on his rise to the very top of the MXGP points table.

Qatar: I didn’t expect it, it was a new season, new bike, new class, new competition. I didn’t put pressure on myself and I ride a lot better when I am just having fun. I felt good on Friday in Qatar, and I won on the Saturday. So that was nice. I expected to do well, but not to get my first 1-1 so I was really happy about that. All weekend long I have been feeling so good there, and I was riding smart and with good lines and just felt comfortable, like I was riding in training. I feel so good on the 450, and I’ve been feeling very relaxed and with no pressure before the weekend. I had been waiting all winter for that race, and it was just amazing to start like that.

Thailand: I think the toughest race of the year is behind us, and was really happy with our weekend. In the second moto I didn’t have the best start because Antonio stalled in the corner in front of me and I almost hit his bike, but to come back to finish fifth was still good. I’m really pleased with a second podium, the HRC bike is just amazing. It was a good weekend, not quite like Qatar, but I was feeling good and happy on the bike.

Valkenswaard: We had really good testing in the week before the test and both Sunday and Monday I was feeling really good on the bike. In the first race I think I rode almost a perfect race which I was really pleased with. In the second race I also had a good start in second and made a quick pass for the lead, again feeling really good on this track. Then the bike stalled two times, but we still finished on the box so that’s really good. For sure I’m still a little but disappointed because we could have won here but always you have to look for-

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ward and take positives.

Argentina: “I’m really happy with the whole weekend – yesterday I won my first qualification race in MXGP, and then today was good, especially the second race. I was really pumped about the win in the qualification race, and even though I wasn’t so happy with the first race, the second race was amazing. In race one I didn’t have the best start, but then I passed many riders and finished third even though I made a little mistake. Then in the second heat I took the holeshot and lead all the race, controlling it from the front which was just incredible and I’m just so happy for the whole team. It’s a great feeling!”

Mexico: “I really enjoyed that second race especially! The whole weekend has gone really well and I’m really pleased to take the win again. In the first race we had a little problem with a stone in the rear brake, and then I bent the radiator guard so it wasn’t so easy to ride, but we could come back stronger in the second race. That was a really hard fight with Febvre and he was really pushing me, and the pace we both had was really fast so it was really a lot of fun! To have had the last two weekends go as well as they have done is just fantastic, and I’m just feeling so good at the moment. The bike is great, so big thanks to the team, and we’re all working so hard so it’s a great feeling to be winning.”

Latvia: It was big (the crash) and thankfully I walked away okay. I went over the handlebars and hit the ground and I was laying down across the track and I looked up and I saw Nagl jumping over my bike and he was coming straight for me. Fortunately, he didn’t hit me too bad. I was going crazy. I knew I was back in the pack and I tried to pass as many riders as possible and I took risks, when I passed Tommy (Searle), also with Simpson it was close, but you know sometimes you go like that. I was watching that Romain was first and I was 20 something and you want to give your best and do what you can do.

Germany: It’s amazing to have the red

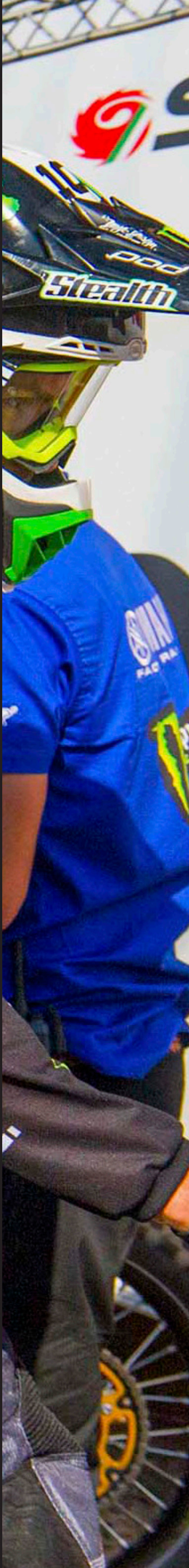

plate back on the red bike! Seven GPs into the season we're feeling great. The last two GPs I made some stupid mistakes I would say, but anyway we're really happy with the weekend. We're again on the podium, which means from all the races so far this season which is pretty good! To have the red plate is a great feeling, and I want to say a huge thanks to Honda and HRC as the bike is incredible. I also want to say thanks to my Dad because we've been working a lot between races and during the weekends too and I'm really thankful for that because it makes us together so strong. It's been a fantastic weekend, and it was great to see Bobby on the podium too on another Honda!"

Italy: "I managed to still get on the podium which is good, but overall I'm a little bit disappointed with the weekend because we could have done better. It's sport – it can happen to anyone. I went too high in the berm and there was a big stone or something there that just kicked me sideways and we crashed. I know we could have won otherwise, but on the other hand it's good still to have the red plate and we shouldn't forget that. It was amazing to have so many fans here and so much support so I want to thank everyone for travelling from Slovenia to come to the race – it felt like a proper home race even though it's in Italy."

Riding the 450: I knew in 2013 when I got on the 450 for practice. When I was in the MX2 class my dad told me to practice on the 450 and he is my trainer, and knows what I need. I never practiced on the 250, and from that time I knew I was better on the 450. I feel better on the bigger bike, with more power. On the 250 you have to push the bike really hard and it's fun to ride, but it is hard work. On the 450 it is more enjoyable.

Going to USA: It is early in the season, right now we cannot speak about that. Just six races, and 12 to go, a long season, long series, so we are not thinking about that. It isn't decided yet and many people say I am going to America, but that is not true.

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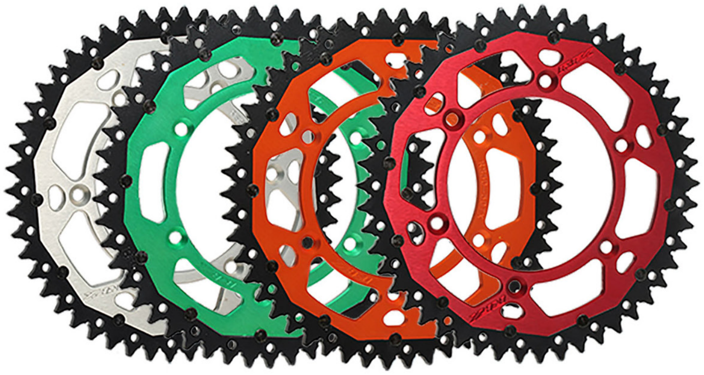

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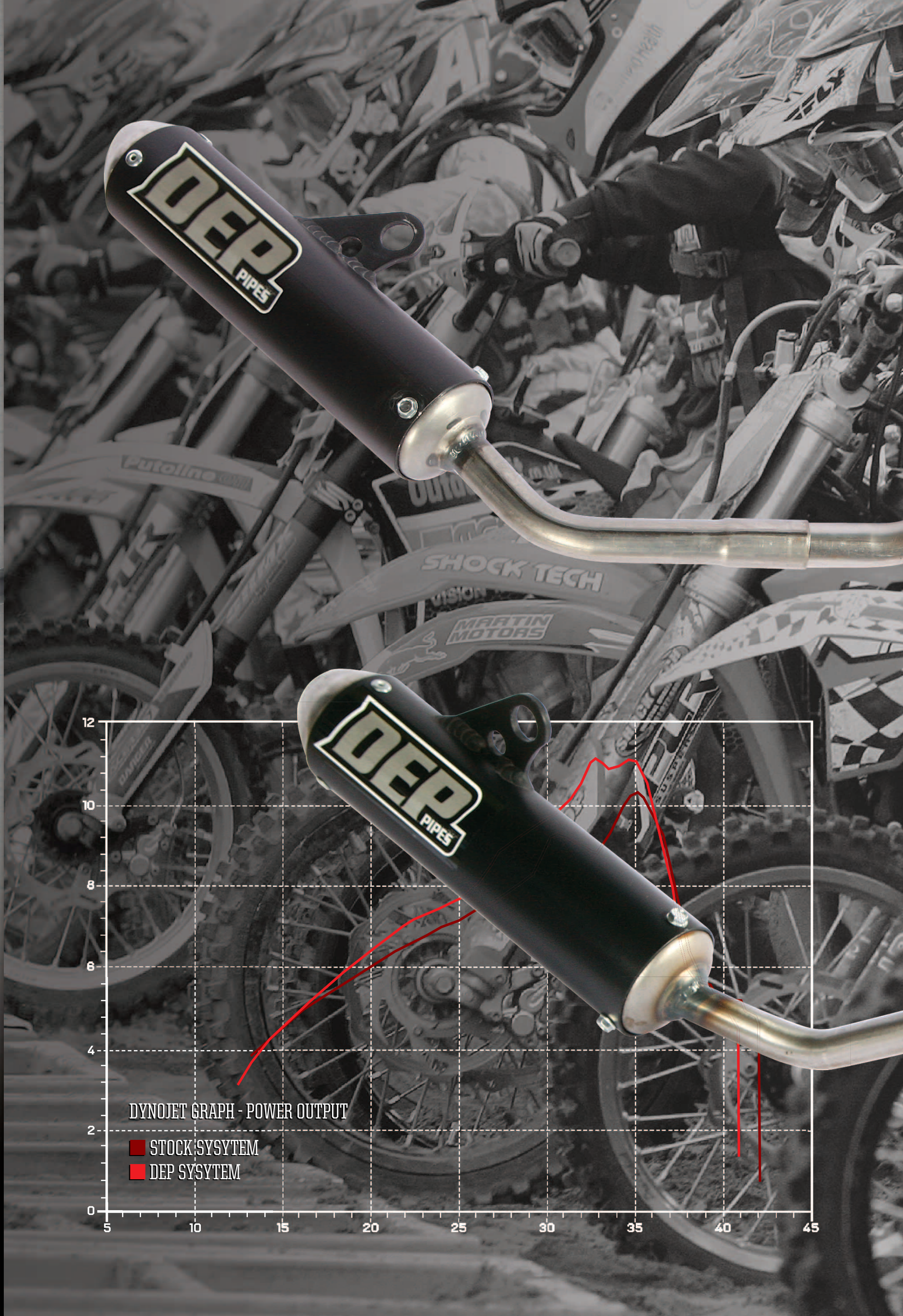

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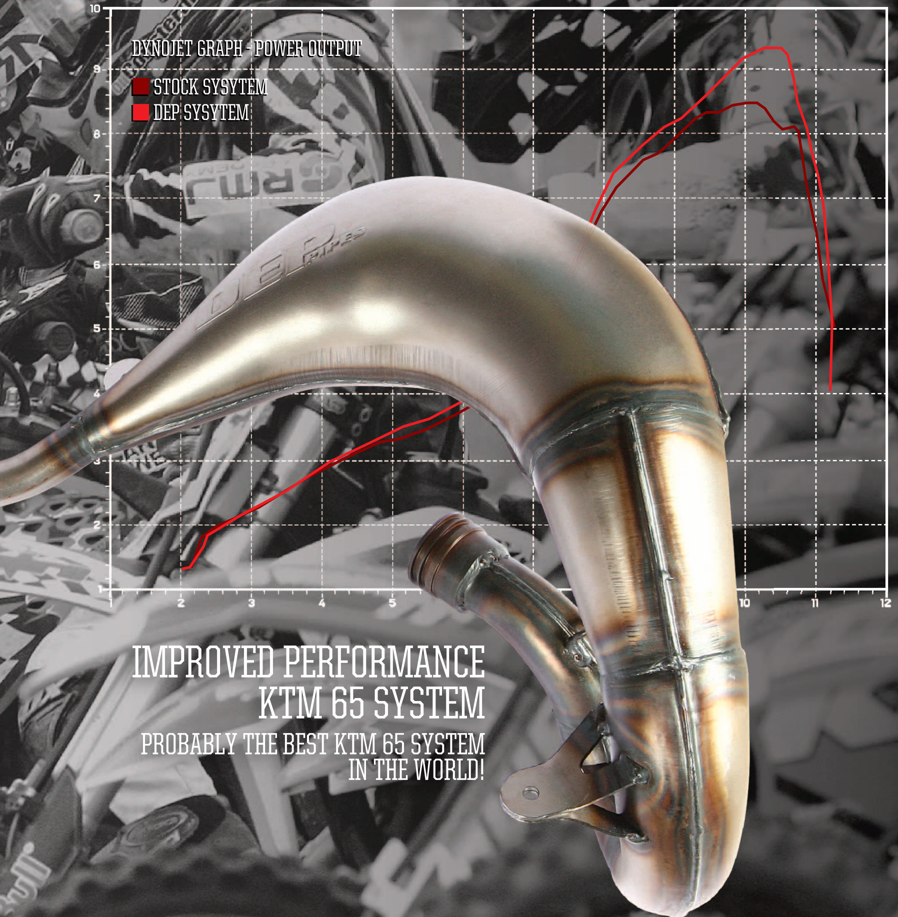

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STILL THE KING

Story Geoff Meyer images Ray Archer

Red Bull KTM Factory rider Antonio Cairoli made a huge leap two weeks ago in the Grand Prix of Europe. The Italian legend has been doubted by many as he struggled to come to terms with an arm injury, and also the speed of the new era of Romain Febvre and Tim Gajser. Febvre and Gajser, who are first and second in the MXGP points, had won nearly everything going into Germany and Italy All the GP overall victories and all but one moto had gone to their names. But Cairoli is coming for them.

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Slowly improving on his early season form Cairoli turned that around with 1-1 results in Germany, and heads to his home GP this weekend with a lot of confidence. Then back it up with victory at his home GP in Trentino

"I had hoped to see all the Italian fans in Trento. You know, I was searching for that first victory. Already in Latvia I felt better. I can manage on a track like Talkessel, with my skills I could save energy and get the GP win. I know he (Gajser) is fast, really fast in the first part of the race, and I miss the speed, but I am getting better and better, and I tried to respond to his attack and it worked and finally we get a moto win. You know, it is amazing, I know I miss speed and training. My arm is recovering and my power is getting stronger and stronger."

Cairoli knew it would be tough after his pre-season accident, but now with a win behind him he feels it won't be too long before he closes even more ground on the front two in the championship.

"I know that the beginning of the season I wasn't ready, but now it is getting better and better. I'm happy about the season so far except perhaps the race in Mexico where we messed up a bit and I lost a lot of points, otherwise we would be very close in the championship.

"I am always in the top five and I'm looking forward to the next GP. This one. We still have a lot of work to do. For next weekend my goal, as always, is to win the GP and to stay on the podium for the championship."

Cairoli knew Trentino would be difficult, as its one of the circuits that gives a lot of problems because of the ground. Hard pack and little stones make that GP a tough one for everyone involved and this year wasn't any different.

"The track was very demanding because of the hard and slippery ground. The track was very sketchy and it is easy to crash so I didn't really like it. It's not one of my better tracks."

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ROCZEN LEADS THE WAY

Story and Images Suzuki

RCH Suzuki Factory Racing's Ken Roczen turned in a flawless performance to kick off the 2016 Lucas Oil Pro Motocross Championship with a pair of moto wins and a dominating overall victory to open the 12-round Pro Motocross season at the weekend. The win was the Soaring Eagle/ Jimmy John's/ Suzuki Factory Racing rider's seventh of his Pro Motocross career and his second overall for the team co-owned by Carey Hart and Ricky Carmichael.

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"I'm pretty happy with the bike," explained Roczen. "I can focus on my riding now and that's making a big difference. I've always done good at Hangtown, for some reason, but the track was a lot harder than it usually is. It actually got pretty sketchy during the second moto. It usually gets rough but it was very notchy and very hard in certain spots. That made it quite a bit different than in years past. It's good to get the first one (win) out of the way. It's always kind of tough coming in to Hangtown. We only have one weekend off. It's a new season. The points were back to zero and everyone has a chance at another title."

While Roczen was fourth-and ninth-fastest in Saturday morning's timed qualifying sessions, the German-born rider left little doubt who would be the man to beat when the starting gate dropped later that afternoon.

Four riders jockeyed for the top spot early in the first moto but it was Roczen, who rode lights out throughout the day, that made a host of remarkable passes for position to snare the lead on the opening lap. A clear track allowed him to set a blistering pace early, opening a several-second lead over the field. By the time the checkers waved on the first moto of the season, Roczen picked up his first win of the new outdoor campaign by just over six seconds.

The second moto was much like the first for Roczen and his RCH-prepared Suzuki. While he just missed winning the holeshot, the 2014 Lucas Oil Pro Motocross Champion snatched the lead from defending series champion Ryan Dungey before completing the first lap and never looked back. With Round 1 in the books and his first win of the season behind him, Roczen leads the championship by six points heading into next weekend.

"What I want to do for the whole season is bring it," Roczen continued. "I want to bring it every single weekend. Last year, I felt like I played catch up all the time. We were in a bad place but right now I feel like I can go from weekend to weekend, just progress with my riding and how I feel. It's going to be a hard battle. It's just the first race. I'm super-happy that I put myself in a good position but it's a long year and there's going to be a lot of good racing."

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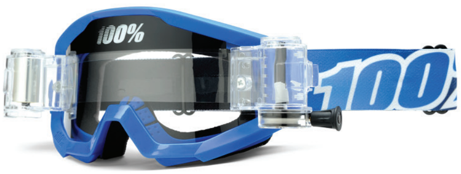

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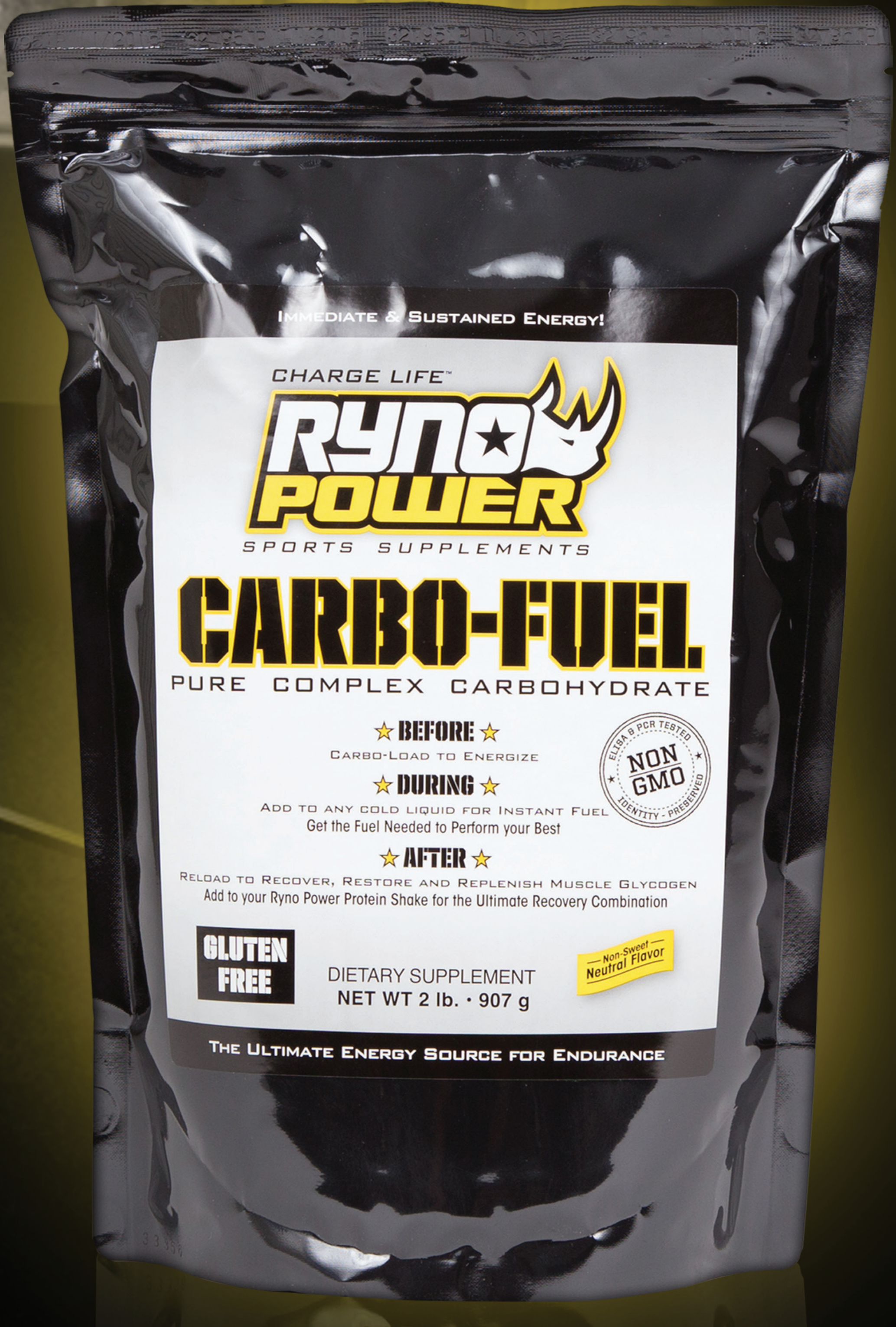
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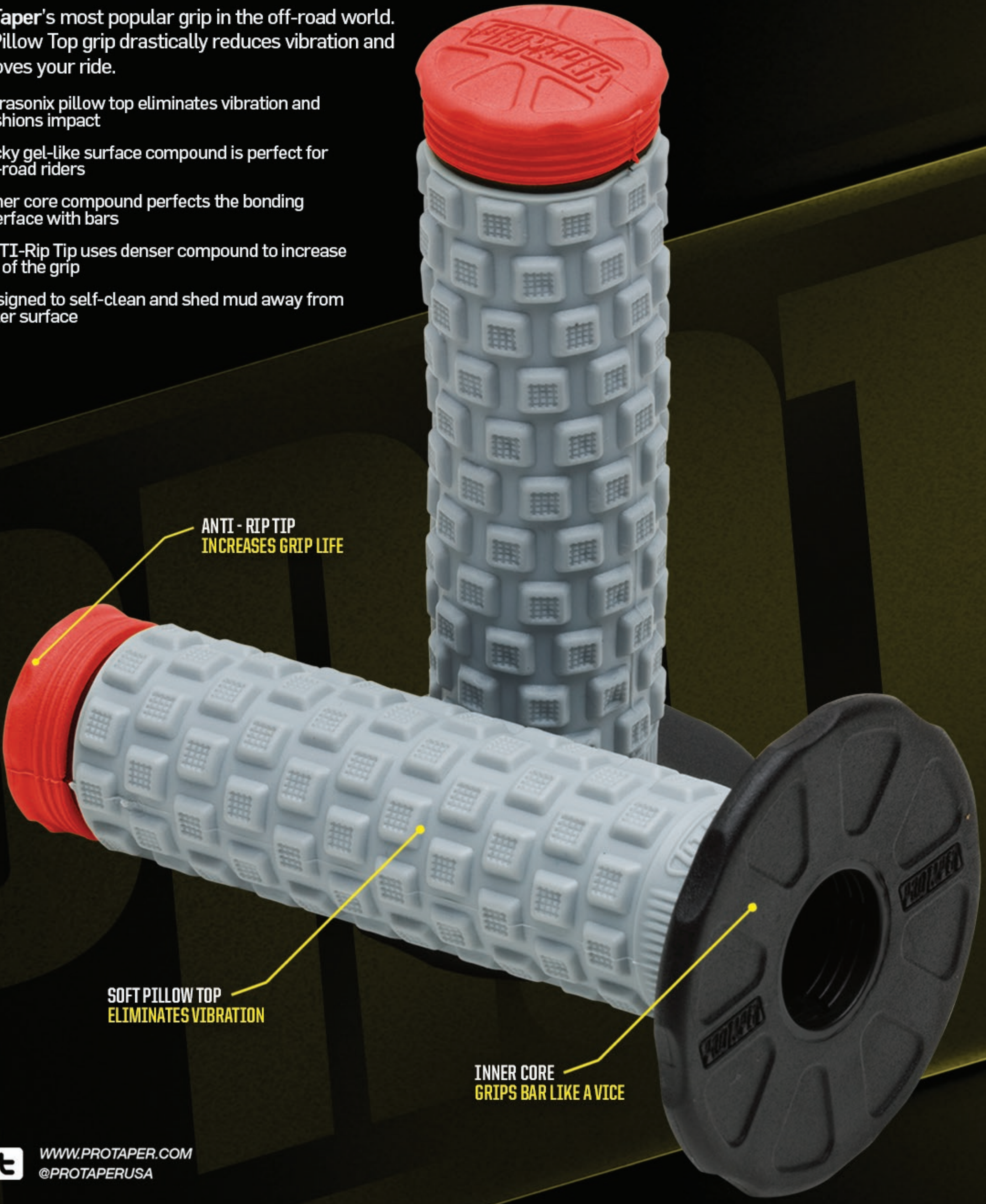
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A BRIGHT FUTURE

Story Geoff Meyer images Ray Archer and Acevedo J.P.

Suzuki factory rider Jeremy Seewer has really come on strong as a rider in 2016. Under the wing of Stefan Everts the young rider from Switzerland has proven more than capable of even running with series leader Jeffrey Herlings on occasions. Now second in the MX2 series points, some 100 behind Herlings and 37 ahead of third placed man Pauls Jonass, it might be a lonely rider to the next handful of GPs. Not that he would complain about being a comfortable second. There have been highlights and lowlights for Seewer, his brilliant battle with Herlings at the Grand Prix of Germany, and his run of podium finishes until he came unstuck in Italy two weeks ago. The round in Trento was something he would rather forget.

100%
Albin
Trans

"I knew a bad day would come but I was making a bad day into a reasonably good one in some moments! I'm a bit disappointed to have had a few crashes but my feeling on the bike is great and my speed as well to catch so many people. My leg is a little bit sore but we have a free weekend now to rest a little bit. The rain helped make the track a bit more difficult and technical with some more ruts but it was still quite one-line. I lost some points for the championship position today but I think things could have been worse."

A week earlier in Germany he showed what a brilliant career he could have, when he went head to head with Herlings.

"It was a really good weekend for me overall and started with practice. I was feeling good today but made a mistake on the first lap of the first moto that cost me a lot of places. I was happy to manage to come back to fourth because it is not so easy to pass here. I made a good start in the second moto but then Pauls [Jonass] crashed in front of me, which cost me two spots. They had put quite a lot of water on the track so I had to be careful. I took the opportunity when I had it to get in the lead and defend it as well as possible. It is amazing to be up front; it is what we are working for."

Seewer put his winter preparation as one of the reasons he has entered the 2016 season with such good results, that and of course the help from Stefan Everts.

"I had a really good winter and we made some good progress with everything. The whole team has been working really hard on the bike since last October and we have improved a lot of things in the engine. I'm really happy with that and it seems like all the work from the team has paid off. There was also quite a big change over the winter with Stefan Everts coming in as a team boss: In the past I was living sometimes in Belgium and sometimes at home in Switzerland 50/50, but this year we decided that I should stay in Belgium most of the time to have the opportunity to be

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close to the team and especially practice together with my team-mates. I have to say I like it; I'm enjoying the whole moving here. Of course, sometimes I miss home and my family, but every now and then I go back."

Two races that really gave Seewer pleasure both from the racing and the excitement of travelling the world were rounds one and two in Qatar and Thailand.

"After two positive pre-season races at Hawkstone Park and Valence, we headed to the opening GP of 2016 in Qatar on the Wednesday before the race. In the beginning of that week my body felt a bit weak so I stopped training and tried to recover and that helped. But on Thursday before the race it came back and I got a cold. It was pretty poorly on Saturday for the practice and time practice sessions. When riding, it was really painful to breathe because my whole throat was inflamed. We managed to get through it and I was surprised to finished fourth without feeling my best! I have to say a huge thanks to the whole team who made it possible. They all helped me in every way they could and together we made it happen. On Saturday I felt a lot better for the race, but I wasn't 100%.

"We decided to stay in Bangkok all week and go out to the track only by Friday. Last year we went straight to a hotel close to the track, but there was nothing to do and it was a really boring week. I decid-

ed to rest until Wednesday to get back to 100% and get rid of the cold. There was a lot to do in Bangkok and we went to some huge shopping malls like I had never seen before. There was a nice restaurant on the roof of our hotel were we enjoyed a nice dinner while having the view over the whole city of Bangkok. On the one hand, it was really nice to see that but I didn't like to see all the smog over the city. It wasn't nice to see the air so dirty and realizing that we were in the middle of it. Overall we had some good fun that week. I started doing some training again on Wednesday, running and I felt really good with the heat."

Now onto Spain, where he will do his best to once again fight hard for that podium finish and maybe even battle with Herlings.

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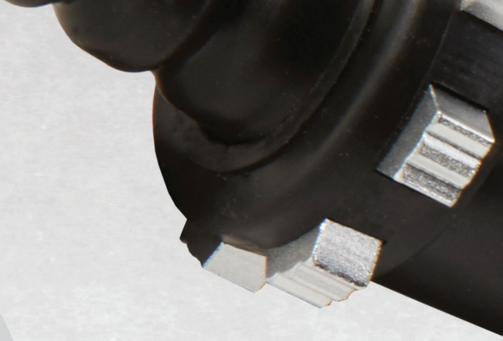

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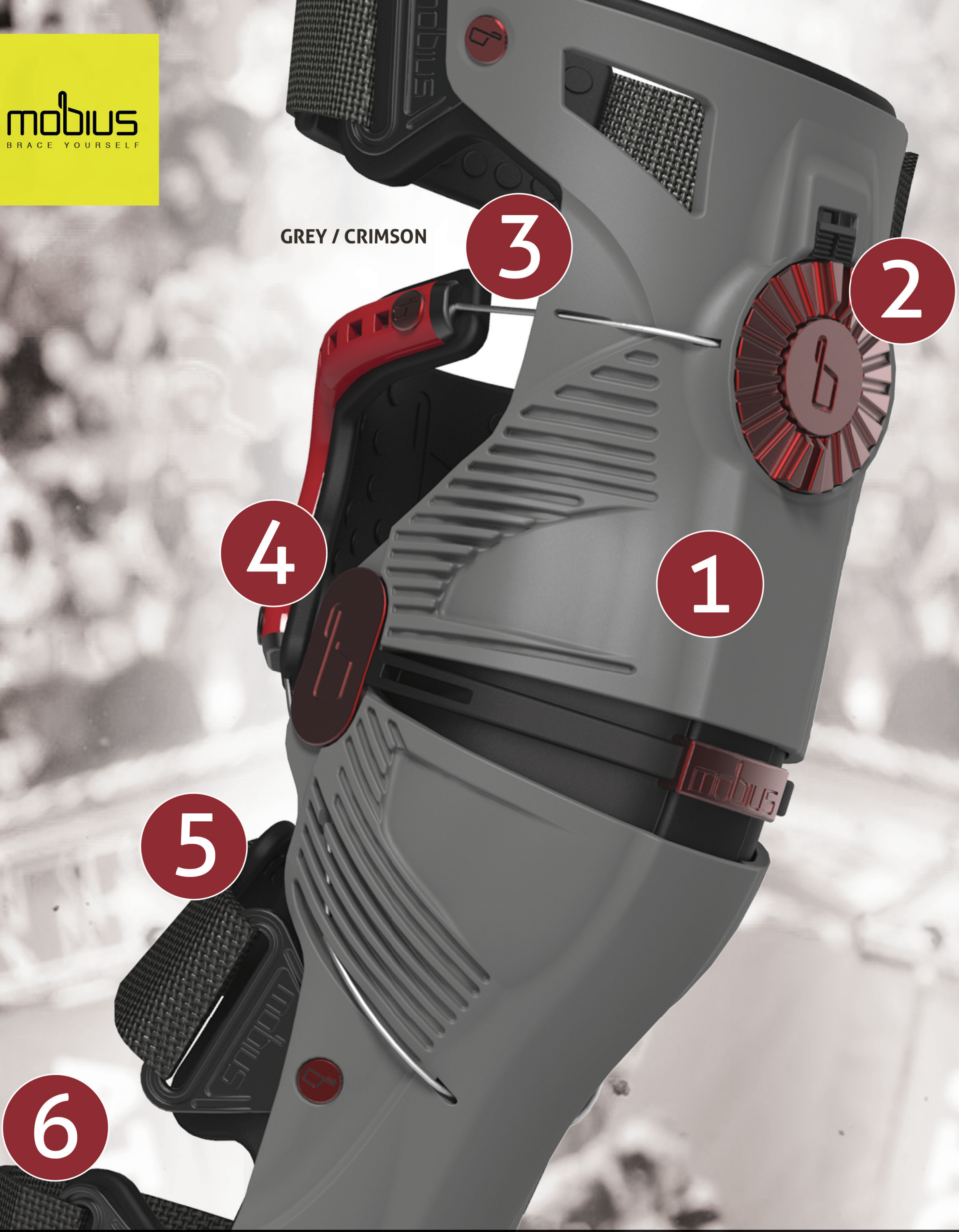
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TECH SPECS

1. INJECTION MOLDED SHELLS

20% Glass Filled Nylon shells are designed to be flexible in places to allow the shells to conform to the users leg for better fit, comfort and stability, and designed to be rigid where necessary to resist excessive movement and provide impact resistance.

2. FORGED ALUMINUM PARTS

The Dial, Dial Fastener, Extension Stop, and Hinges are made of CNC Forged 6061 T-6 aluminum for maximum strength.

3. STAINLESS STEEL CABLE

The 7 x 19 Strand Core Type 304 Stainless Steel Cable is specially routed (Patent Pending) around the users leg to externally reinforce the main ligaments in the knee. The cable is designed to be flexible, resist fatigue, and produce nearly 1000 lbs. of Tensile Strength.

4. TENDON BACK PLATE

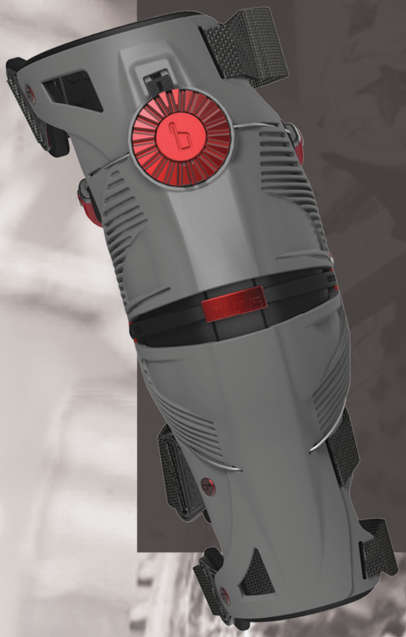
The Tendon Back Plate is uniquely designed to route the cable around the users leg in strategic locations to reinforce the main ligaments of the knee. The Tendon Back Plate is made from a special flexible Kraton material designed to grip the users leg and prevent migration.

5. FOAM PADDING

The Foam Padding is made from closed cell ethyl vinyl acetate (EVA) foam. The EVA foam pads are designed to conform to the users unique leg shape providing maximum comfort and control while gripping the users leg and preventing migration. Closed cell EVA Foam won't absorb moisture (sweat), so they are odorless and easy to clean.

6. STRAPS

The velcro straps are designed to be comfortable and fully adjustable. Thermo Plastic Rubber (TPR) Pull Tabs are durable to make the straps easy to use and are numbered to prompt the user to tighten the straps in the correct order to ensure proper fit.



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